

Amendments to the Claims: This listing of claims will replace all prior versions, and listings, of claims in the application

Listing of Claims:

1. - 6. (Cancelled)

7. (Currently Amended) Double-flow exhaust system for an internal-combustion engine, comprising:

two exhaust-gas-carrying pipes that are configured to receive gasses produced by the internal-combustion engine,

at least one muffler and catalyst housing associated with each exhaust-gas-carrying pipe, each muffler including at least two ports extending therefrom, wherein each port of a muffler is provided for either receiving exhaust gases from another muffler or directing exhaust gases out of the muffler, and

a separate end muffler for each exhaust line, wherein the separate end mufflers are fluidically connected by

at least one a first removably mountable connection pipe for fluidically connecting the mufflers of the exhaust-gas-carrying pipes, wherein the first removably mountable connection pipe includes two inlet ports and an outlet port, each inlet port of the first removably mountable connection pipe being configured to be removably mounted to a single port of a respective muffler to receive exhaust gases from the muffler, and said outlet port of said first removably mountable connection pipe being configured to discharge the exhaust gases to a location outside of the internal-combustion engine, and

a second removably mountable connection pipe for fluidically connecting the mufflers of the exhaust-gas-carrying pipes, wherein the second removably mountable connection pipe includes two ports, each port of the second removably mountable connection pipe being configured to be removably mounted to a port of a respective muffler to muffle noise created by the internal combustion engine.

8. (Currently Amended) Double-flow exhaust system according to claim 7, wherein the first removably mountable connection pipe is a T-pipe piece on which connecting pieces are connectable with the separate end-mufflers and a third connecting piece is usable as a discharge for exhaust gases to outside the engine.

9. (Previously Presented) Double-flow exhaust system according to claim 8, wherein a tail pipe cover is mountable on the third connecting piece.

10. (Cancelled)

11. (Currently Amended) Double-flow exhaust system according to claim 7, wherein the second connection pipe includes a joint sliding sleeve that is configured to be coupled to a single port of each muffler, has a connecting pieces connected with a respective housing of the separate end-mufflers, with ends of the connecting pieces being aligned and coverable by a joint sliding sleeve.

12. (Currently Amended) Double-flow exhaust system according to claim 7, wherein a catalyst is provided for each exhaust line, and is partially integrated or received in an enda muffler housing.

13. (Currently Amended) Double-flow exhaust system according to claim 12, wherein the first removably mountable connection pipe is a T-pipe piece on which connecting pieces are connectable with the separate end-mufflers and a third connecting piece is usable as a discharge for exhaust gases to outside the engine.

14. (Previously Presented) Double-flow exhaust system according to claim 13, wherein a tail pipe cover is mountable on the third connecting piece.

15. (Cancelled)

16. (Currently Amended) Double-flow exhaust system according to claim 13, wherein the second removably mountable connection pipe includes a joint sliding sleeve that is configured to be coupled to a single port of each muffler, has a connecting pieces connected with a respective housing of the separate end-mufflers, with ends of the connecting pieces being aligned and coverable by a joint sliding sleeve.

17. (New) A method of assembling a double-flow exhaust system for an internal-combustion engine including two exhaust-gas-carrying pipes that are configured to receive gasses produced by the internal-combustion engine, and at least one muffler and catalyst housing associated with each exhaust-gas-carrying pipe, said method comprising the steps of:

coupling an inlet port of a first removably mountable connection pipe to a port defined in a muffler of a first exhaust-gas-carrying pipe;

coupling another inlet port of the first removably mountable connection pipe to a port defined in a muffler of a second exhaust-gas-carrying pipe;

positioning an outlet port of the first removably mountable connection pipe such that exhaust gases produced by the internal-combustion engine are discharged to a location outside of the internal-combustion engine;

coupling a port of a second removably mountable connection pipe to another port defined in the muffler of the first exhaust-gas-carrying pipe; and

coupling another port of the second removably mountable connection pipe to a port defined in the muffler of the second exhaust-gas-carrying pipe to muffle noise created by the internal combustion engine.